

Section 4

Environmental Setting, Impacts and Mitigation Measures

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4. Environmental Setting, Impacts and Mitigation Measures

Overview

This section of the EIR contains an analysis of the environmental topics identified by the City of Hollister's scoping process for the EIR (Notice of Preparation) described in the Introduction. Environmental topics addressed in this section include:

- 4.1 Land Use, Population, Employment, and Housing
- 4.2 Transportation and Circulation
- 4.3 Air Quality
- 4.4 Noise
- 4.5 Public Services and Utilities
- 4.6 Cultural Resources
- 4.7 Visual Quality
- 4.8 Biological Resources
- 4.9 Geology, Soils, and Seismicity
- 4.10 Hydrology, Drainage and Flood Hazards, Wastewater Treatment, Water Quality, and Water Supply
- 4.11 Agriculture

Sections 4.1 through 4.11 of this section describe existing environmental conditions as they relate to each topic, identify potential impacts from implementing the proposed project, and present mitigation measures required to reduce significant adverse impacts to a less-than-significant level. Where relevant, cumulative impacts of the project combined with other growth elsewhere in the study area are described in Sections 4.1 through 4.11. Cumulative impacts are further discussed in Section 5.5 under Cumulative Impacts.

Format for the Topical Analyses

Existing conditions are described in the respective "setting" sections. These descriptions summarize information compiled during the study process to prepare the EIR. Most of the sections are summarized from the relevant chapter of the Background Report as noted. Other background materials used in the EIR are referenced in Section 7, Report Preparation.

Standards used to evaluate the magnitude of impacts are listed in the "significant criteria" subsections for each topic analyzed. Under CEQA, a significant effect is defined as a substantial or potentially substantial adverse change in the environment – namely, in any of the "physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance". The State CEQA Guidelines direct that the significance of impact be determined on the basis of scientific and factual data. The significance criteria were derived from the following main sources – the State CEQA Guidelines and the professional standards and practices of the technical analysts who conducted the EIR evaluations.

The "impacts and mitigation" subsections identify three types of environmental effects from implementing the project:

- **Significant Unavoidable Impact** – A significant unavoidable impact, as defined for that impact area, cannot be mitigated to a less-than-significant level. This would include impacts that can be partly mitigated but cannot be reduced to a less-than-significant level.
- **Significant Impact** – A significant impact, as defined for that impact area, cannot be mitigated to a less-than-significant level under the policies, programs and other proposals of the Draft General Plan, but it can be reduced to a less-than-significant level with additional mitigation proposed in the EIR.
- **Less-than-Significant Impact** – A less-than-significant impact is a change or effect directly or indirectly attributable to the Draft General Plan which, with implementation of the policies, programs and other proposals contained in the Draft General Plan, will result in no impact or in potential impacts that would be reduced to a less-than-significant level.

All impacts are numbered consecutively by topic. Where possible, all impacts identified as Significant or Significant Unavoidable are followed by measures required to reduce the magnitude of impact. Mitigation measures also are numbered to correspond to the respective impacts. Mitigation measures are not required for less-than-significant impacts.

This EIR relies upon the implementation of specific Goals, Policies, and Programs of the Draft City of Hollister General Plan. Implementation of the identified Goals, Policies, or Programs would, in many instances reduce significant impacts to a less-than-significant level. However, it must be noted that if the specific Goals, Policies, and Programs relied upon as mitigation measures in this EIR are not in fact adopted, it may be necessary to reassess the significant impacts that relied upon those Goals, Policies, and Programs.

For each significant unavoidable impact identified in the Final EIR, the City of Hollister would be required to adopt findings and a Statement of Overriding Considerations explaining the reasons for approving the project (if approved) despite the impacts identified.

4.1

Land Use, Population, Employment and Housing

Land Use, Population, Employment and Housing – The Setting

Federal, State, Regional and Sub-Regional Planning

Hollister's planning and land use powers are granted by the State Constitution; however, State legislation shapes the manner in which the powers are to be exercised. The Legislature has required that each city and county adopt a general plan. All discretionary decisions involving land use, such as zoning and subdivisions, must be consistent with that general plan. The Legislature also establishes guidelines for preparation of a general plan through the Office of Planning and Research (OPR), the Office of Noise Control (ONC) and the Department of Housing and Community Development (HCD).

Numerous other State agencies have specific legislative responsibilities affecting Hollister, including the State Air Resources Board, California Energy Commission, Water Resources Control Board, and the Office of Historic Preservation. Others agencies include the California Department of Transportation (CalTrans), the Native American Heritage Commission, the California Lands Commission, the California Department of Conservation, the Monterey Bay Area Air Pollution Control District, and the California Regional Water Quality Control Board.

The Association of Monterey Bay Area Governments (AMBAG) and the San Benito County Council of Governments (COG) are major regional agencies affecting Hollister. They develop regional transportation plans and regional growth and land use projections. The San Benito County COG also prepares or participates in preparing the area's Fair Share Housing Plan. AMBAG also coordinates population and employment projections that form the basis for regional plans for air quality, transportation, etc.

City of Hollister Planning

There are a number of local plans that contain policies pertaining to the Hollister General Plan. These include the current Hollister General Plan (adopted November 6, 1995), the Draft General Plan, and the Hollister Redevelopment Plan. Other applicable plans affecting land use in Hollister are the San Benito County General Plan, Hollister Airport Land Use Plan, which governs development in the vicinity of the Hollister Airport, and the San Benito County Groundwater Management Plan. In addition, many federal, state and regional agencies have specific policies and regulations that affect Hollister.

The Hollister Planning Area boundary encompasses incorporated and unincorporated territory bearing a relation to the City's planning. A city's planning area generally encompasses the city limits and land for potential annexation with the sphere of influence. The Draft General Plan proposes to reduce the size of the City's planning area from the 1995 General Plan. The City of Hollister Planning Area is generally bounded by Shore Road to the north, Santa Ana Creek and parcels east of Fairview Road to the east, Bolsa Road and the San Benito River to the west, and Enterprise Road to the south.

The sphere of influence (SOI) encompasses the city's ultimate service area. The Local Agency Formation Commission (LAFCO) determines the SOI boundaries Hollister is

responsible for. As a function of this responsibility, Hollister city staff are able to review certain development proposals submitted to San Benito County for parcels in unincorporated areas for consistency with land use policies outlined in the city's General Plan.

The Hollister city limits encompass incorporated territory that the city serves and regulates. The use of land within the city limits is controlled by the City of Hollister through its General Plan, zoning code, land subdivision process and other related regulations.

Population, Employment and Housing

As of the 2000 U.S. Census there were 13,234 jobs, 9,924 housing units, and a population of 34,413 people in Hollister. Growth over the next 20 years is expected to continue within the Hollister Planning Area, although at a slower rate than was experienced in recent years.

Two issues complicate the projections for the General Plan and the City's ability to meet its identified regional housing need. The first is the Sewer Moratorium imposed by the Regional Water Quality Control Board in September 2002, and the second is the Measure U initiative that was passed by the voters in November 2002. Measure U (Ordinance 959) sets an annual growth limit of 244 residential units per year for a five-year period beginning on the later of January 1, 2004, or when the sewer moratorium is lifted. The City's best estimate is that the expanded sewer facility will be operational in late 2007 or early 2008.

The Association of Monterey Bay Area Governments (AMBAG) has developed projections for Hollister through the General Plan planning period of 2020. By the year 2020 AMBAG anticipates 7,800 additional jobs, 4,900 additional housing units, and a population increase of 19,000. The projections for housing units and population may be slightly higher if policies to encourage very low, low and moderate-income housing, consistent with the City's Regional Housing Needs during the 2001-2009, are adopted.

Land Use, Population, Employment and Housing – Significance Criteria

The land use, population, employment, and housing analysis uses criteria from the State CEQA Guidelines. According to CEQA Guidelines, a project would be deemed to have a significant effect on the environment if it would:

- Conflict with adopted environmental plans and goals of the community, including any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating and environmental effect.
- Introduce new land uses, or alter the intensity of existing land uses, which would be incompatible with the established land uses or the overall character of the surrounding neighborhoods.
- Disrupt or divide the physical arrangement of an established community.

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
- Create employment growth rates that would outpace the ability of the City to provide required services.
- Have an adverse effect on the jobs-to-housing ratio that could indirectly increase traffic, air quality emissions, and noise.

Land Use, Population, Employment and Housing – Impacts and Mitigation Measures

Impact 4.1-1 Conflict with Applicable Land Use or Other Plans

Development under the Draft General Plan would conflict in a minor way with AMBAG forecasts for housing and population through the year 2023. There would only be a minor (insignificant) inconsistency between the Draft General Plan and the forecast assumptions in regional transportation and air quality plans that can be addressed through amendment of the AMBAG forecasts. The minor inconsistency between the Draft General Plan and the adopted AMBAG forecasts would be a significant impact that can be mitigated to a less-than-significant level with implementation of mitigation measures contained in the Draft General Plan and the additional mitigation measure contained in the EIR.

The AMBAG projections are used in the Monterey Bay Unified Air Pollution Control District in its Air Quality Plan. Population, housing units and employment projections under the Draft General Plan assume that the City's growth control initiative remains in place combined, consistent with AMBAG's "constrained development" projections, but with policies and programs to enable to City to meet its Regional Housing Needs Determinations, as established through the California Department of Housing and Community Development (HCD) and the San Benito County Council of Governments (COG).

Projections are shown in Table 4.1.A below. The difference between AMBAG's adopted projections (April, 2004) and the projections under Hollister's Draft General Plan are due to: (1) AMBAG Forecast shows 10,250 housing units in Hollister in 2000; the U.S. Census count in 2000 shows 9,924 housing units; (2) the AMBAG Forecast shows an increase of 437 housing units 2020-2025; the increase should be 886 housing units 2020-2025; and (3) the AMBAG Forecast shows an increase of 3,109 people between 2020 and 2025; 3.51 persons/household.

Table 4.1.A: Growth Projections for the City of Hollister 2000 - 2023

Projection Source	2000	2010	2020	2023*	Numeric Change (2000-2023)*	Annual Numeric Change (2000-2023)*	Annual Percentage Increase (2000-2023)*
Adopted AMBAG Projections							
Employment	13,234	16,355	21,034	22,204	+8,970	+390	2.9%
Housing Units	10,250	12,712	15,139	15,401	+5,151	+224	2.2%
Population	34,413	44,423	53,485	55,350	+20,937	+910	2.6%
*AMBAG projections for 2020 extrapolated to 2023 for comparison purposes							

Hollister Draft General Plan Projections*

Employment	13,234	16,355	21,034	22,204	+8,970	+390	2.9%
Housing Units**	9,924	12,797	15,237	15,769	+5,845	+254	2.6%
Population**	34,413	44,790	53,330	55,192	+20,779	+903	2.6%

**Policies included in the Draft General Plan to address Hollister's Regional Housing Needs

Source: Association of Monterey Bay Area Government's Forecast Report (adopted April 14, 2004); City of Hollister Draft General Plan (MIG, 2005)

The Draft General Plan updates the adopted 1995 General Plan. The proposed General Plan reduces the scale and density of overall development in the planning area. The updated General Plan contains more specific policies regarding future development in Hollister, which will be a beneficial effect. Even though by its nature the General Plan reflects the goals and values of the community, it is not consistent with the 1995 General Plan in regard to the intensity of development in the downtown area. However, The Draft General Plan is consistent with the goals and objectives of the Hollister Redevelopment Plan. This impact is considered less-than-significant.

Draft policies contained within the 2004 General Plan support mixed-use development in the downtown area. The Draft General Plan also calls for amendments to the Zoning Ordinance to maintain consistency with the updated General Plan and calls for review of the Capital Improvement Program (CIP) and updates to other facilities plans to assure consistency with the General Plan.

The Hollister Draft General Plan must also be viewed in light of its consistency with federal, state, regional and sub-regional plans. Since the Draft General Plan carries forward and more specifically implements many current City policies it will have a beneficial effect by making Hollister's General Plan a more effective planning tool to review future projects and to coordinate with other jurisdictions on regional planning matters. Policies and programs in the Draft General Plan are consistent with regional projections under the Association of

Monterey Bay Area Governments, which provides the basis for regional plans for transportation and air quality.

The Draft General Plan assumes that the City's growth control initiative remains in place and policies and programs contained in the Draft General Plan enable the City to meet its Regional Housing Needs Determinations, as established through the California Department of Housing and Community Development (HCD) and the San Benito County Council of Governments (COG). However, the growth projections for housing and population under the Draft General Plan are only slightly higher than AMBAG's projections, adopted in April, 2004. A process for amending the AMBAG projections should be initiated by the City of Hollister and AMBAG to modify the AMBAG projections to be consistent with Hollister's Draft General Plan. This would bring the plan in line with the AMBAG projections that are used for transportation and air quality planning purposes. Since the inconsistency amounts to only a minimal amount, this impact is considered to be significant, but with the additional mitigation measure proposed below it can be mitigated to a less-than-significant level.

The Draft General Plan's policies and programs support current procedures followed by the City when development applications are reviewed, including the referral of plans to appropriate federal, state, regional and adjacent jurisdictions and agencies to assure consistency between City and other agency regulations and requirements. General Plan policies and programs recognize that all of the communities within San Benito County have an interest in area-wide land use and transportation planning, economic development, environmental protection, and provision adequate services and facilities. Policies and programs in the Draft Plan call for continued implementation of mutual aid agreements and participation in area-wide planning efforts. Thus, mitigation contained in programs in the Draft General Plan will ensure that the Plan is kept up-to-date and can eliminate potential inconsistencies in City planning policies in the future.

Mitigation Measures for Impact 4.1-1 Proposed in the Draft General Plan

- LU5.1 Local Jobs and Housing Balance
- LU5.2 Mixed-Use
- LU5.3 Retail Development in Downtown
- LU6.1 Infill Development
- LU6.2 Phasing Strategy
- LU6.3 Orderly Growth
- LU6.4 Specific Plans
- LU6.5 Transfer of Development Rights
- LU7.2 Housing Diversity
- LU7.3 Land Supply
- LU7.4 New Residential Areas
- LU7.5 Diverse Neighborhoods
- LU.N Evaluate capital improvements program
- LU.O Encourage intergovernmental coordination
- LU.P Encourage specific plans
- LU.S Implement phasing strategy
- H1.3 Managed Growth that Meets Regional Housing Needs Determinations
- H1.4 Timing of Housing and Infrastructure
- CSF1.1 Adequate Capabilities and Capacity of Local Public Services

CSF1.2	New Development Requirements for Public Services
CSF1.3	Performance Standards
CSF1.4	Facilities and Services Planning and Coordination
CSF1.5	Capital Improvements Maintenance and Replacement
CSF1.6	Infrastructure Master Plans
CSF1.7	Development Review Criteria for Public Services

Additional Mitigation Measures Proposed in the EIR

Add Implementing Program

- 4.1-1-1 Initiate a process to amend the AMBAG Forecasts.** Initiate a process to amend the 2004 AMBAG Population, Housing Unit and Employment Forecasts for San Benito County to make them consistent with the City of Hollister Draft General Plan and Regional Housing Needs Determinations.

Significance After Mitigation

Implementation of mitigation measure 4.1-1-1 and Draft General Plan policies and programs would reduce impacts to a less-than-significant level.

Responsibility and Monitoring

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The Development Services Department would be responsible for implementing and monitoring those policies and programs. Any amendment to the AMBAG forecasts would be the responsibility of the AMBAG Board.

Impact 4.1-2 Incompatible Land Uses and Changes to Neighborhood Character

Development consistent with the Draft General Plan would result in changes in land use type, density, scale and character in the more central area of the City, downtown and surrounding neighborhoods. . Implementation of mitigation measures contained in the policies and programs in the Draft General Plan would reduce potential conflicts between new and existing uses, including design and traffic conflicts, and would reduce potential impacts to a less-than-significant level.

The General Plan's Land Use Concept represents a graphic guide for physical development within the city. The generalized land use patterns provide the basis for more specific requirements and standards in Hollister's zoning ordinance. Table 4.1.B identifies the amount of land designated to a specific category on the Land Use Plan.

The General Plan is consistent with and furthers the objectives of the Hollister Redevelopment Plan in, among other goals, eliminating blighting conditions, stimulating and providing new private investment opportunities, and improving employment opportunities, economic stability and productivity and to increase public revenues within the Project Area.

Table 4.1.B: Summary of Land Use Changes**Proposed Land Use Changes**

General Plan Land Use Designation	General Plan 1995 (acres)	Draft General Plan (acres)	Net Change (acres)	Net Change (percent)
High Density Residential	186	368	+182	+98%
Medium Density Residential	238	288	+50	+21%
Low Density Residential	3,066	3,166	+100	+3%
Rural Residential	3,995	1,425	-2,570	-64%
Downtown Commercial	52	0	-52	n/a
Downtown Commercial and Mixed Use	0	53	+53	n/a
General Commercial	308	145	-163	-53%
West Gateway Commercial and Mixed-Use	0	57	+57	n/a
North Gateway Commercial	0	162	+162	n/a
Industrial	1,533	0	-1,533	n/a
Industrial/Airport Support	0	1,614	+1,614	n/a
Public Facilities	682	457	-225	-33%
Airport	582	319	-263	-45%
Parks and Open Space	810	597	-213	-26%
Agriculture	3,410	645	-2,765	-81%
CRO	278	0	-278	n/a
Ag Preserve	983	0	-983	n/a
Neighborhood Commercial	82	0	-82	n/a
Mixed-Use Commercial and Residential	0	88	+88	n/a
Highway Commercial	45	0	-45	n/a
Home Office	0	39	+39	n/a
APO	5	0	-5	n/a
MDO	11	0	-11	n/a
Total Planning Area	16,266	9,423	-6,843	-42%

Definitions and allowed uses within each designation and the permitted development styles for each land use category are provided below.

Rural Residential (1 unit/5 net acres)

The Rural category of residential land uses is intended for single-family, residential units on large lots. The Rural residential category only occurs in long-range phased areas outside of Hollister's city limits and Sphere of Influence (but is within the Planning Area). Rural residential land uses are intended to provide sites for larger, distinctive residences in areas that city does not provide public infrastructure. The area designated as "Rural Residential" in the Draft Plan is 1,425 acres, as compared to 3,995 acres in the current General Plan.

Low Density Residential (1 to 8 units/net acre)

The Low Density category of residential land uses is intended to promote and protect single-family neighborhoods. Low Density residential land uses are intended to provide sites for single-family detached units, zero lot-line single-family units, and Planned Unit Development (PUD) units. The area designated as "Low Density Residential" in the Draft Plan is 3,223 acres, as compared to 3,066 acres in the current General Plan.

Medium Density Residential (8 to 12 units/net acre)

The Medium Density category of residential land use accommodates more intensive forms of residential development while still remaining compatible with surrounding land uses. This category is intended to provide greater housing choices in the City for different family sizes and incomes (examples could include duplexes, triplexes and PUDs). Existing Medium Density residential uses are located close to the community and retail services downtown, and future Medium Density uses are intended to be located near other services, such as neighborhood shopping centers, parks and open spaces areas, and near minor and major collector streets where greater access can be provided. The area designated as "Medium Density Residential" in the Draft Plan is 282 acres, as compared to 238 acres in the current General Plan.

High Density Residential (12 to 35 units/net acre)

The High Density residential land use category is intended to provide opportunities for multiple-family residential development in a well-designed environment. The range of unit types is intended to be located in areas where higher traffic volumes and buildings can be accommodated. These developments should be located outside of single-family residential communities, where services and transportation systems are adequate to serve the increased densities. High Density residential land uses are intended to provide sites for multi-family apartments, PUD, condos, row houses, apartments, court homes, and cluster housing. The area designated as "High Density Residential" in the Draft Plan is 408 acres, as compared to 186 acres in the current General Plan.

Mixed Use Commercial and Residential (25 to 40 units/net acre)

The Mixed-Use Commercial and Residential designation is intended to promote a vertical or horizontal combination of residential and commercial uses within a single building or site. The designation is intended to encourage ground floor, retail sales, service, office, and public uses with upper floors of office and residential uses. The Mixed-Use Commercial and Residential category applies to commercial activity that includes government and professional offices, neighborhood-oriented retail, community shopping centers, specialty stores, arts and crafts, woodworking, and assembly processes. The area designated as "Mixed Use" in the Draft Plan is 79 acres, as compared to 0 acres in the current General Plan.

Downtown Commercial and Mixed-Use

The Downtown Commercial and Mixed-Use designation is intended primarily for all types of commercial uses and secondarily for residential uses or a combination of the two. Special attention should be given to pedestrian circulation within the area to provide access to adjacent facilities and uses. The designation is intended to encourage ground floor, pedestrian friendly, retail sales and service uses with upper floors of office and residential uses. The Downtown Commercial category applies to commercial activity including

neighborhood convenience stores, restaurants, regionally-oriented specialty stores, medical and dental offices, and residential units.

Home Office

The Home Office designation is intended to allow for residential and office uses, including administrative and professional offices, in the same area. The Home Office designation also allows for limited, small-scale specialty manufacturing uses, such as arts and crafts, woodworking, assembly processes, real estate offices and beauty salons. Non-residential buildings that share street frontage with residentially developed properties should maintain a residential character. The designation does not require office development; rather, it creates the option for offices in what is otherwise a medium-density residential district.

West Gateway Mixed-Use

The West Gateway Mixed-Use designation is intended to foster an attractive entry to the City of Hollister by featuring community shopping, retail and offices with residential uses. The design guidelines described in the "Special Planning Areas" section of this element stipulates additional criteria that development within the West Gateway must meet.

North Gateway Commercial

The North Gateway Commercial designation is intended to foster an attractive entry to the City of Hollister by featuring commercial and service-oriented businesses along with high-employment uses such as office parks. The design guidelines described in the "Special Planning Areas" section of this element stipulates additional criteria that development within the North Gateway must meet.

General Commercial

The General Commercial designation allows for a variety of commercial uses and service-oriented businesses at scales ranging from large retail stores serving the community and region to smaller businesses oriented towards neighborhood activity. Uses are encouraged to develop in clusters, serving areas with access to major thoroughfares. Independent small businesses such as hair salons, small offices, and restaurants are also permitted. Other examples of uses are department stores, supermarkets, hardware stores and convenience stores. The West and North Gateway overlay areas are intended for large scale retail and auto-oriented uses. The area designated as "General Commercial" in the Draft Plan is 145 acres, as compared to 308 acres in the current General Plan.

Industrial

This designation provides for a range of uses, from business and research parks, large individual corporate establishments, professional and administrative offices and industrial complexes. Examples of allowed uses in this category are computer software companies, research laboratories, copying services, printing companies, warehousing, offices, equipment manufacturing and repair and trucking operations. The area designated as "Industrial" in the Draft Plan is 1,614 acres, as compared to 1,533 acres in the current General Plan.

Public

This designation is applied to publicly and privately owned lands used for activities such as utilities, schools, and other City of Hollister, county, state or federal facilities.

Airport

The Airport designation is applied to publicly owned lands of the Hollister Municipal Airport. Uses include airport operations and support facilities as well as limited commercial and industrial uses incidental to and in support of the airport.

Airport Support

This designation allows industrial or commercial development on those areas that are adjacent to the Hollister Municipal Airport. Development may include industrial, commercial or recreational uses that provide support to the airport and are compatible with both airport operations and adjacent uses.

Transit Hub

This designation includes stations and other uses associated with a regional transit corridor or a park-and-ride facility. While neither Transit Hub designated on the Land Use Concept is currently developed, they correspond with planned developed along the Southern Pacific railroad line.

Open Space

This designation is applied to public and privately owned lands used for low-intensity, open space activities such as hiking, walking or for picnics. The designation also highlights environmentally sensitive areas such as rivers and creeks, habitats, City parks and recreation facilities.

Agriculture

The Agriculture designation encompasses lands with continuing commercial agriculture potential. The intent of this category is to retain primary agricultural use to the greatest extent practical. These areas should be kept free of any urban-type development and annexations; allowed uses include orchards, row crops, nurseries, grazing lands, open space, farm services and parks.

Specific Plan Overlay

The Specific Plan designation is intended to identify areas that require special planning attention to promote a specific mix of land uses that remain flexible enough to adjust to changing market demands. Specific Plans should facilitate higher quality development while allowing for multiple property owners to coordinate development efforts, share the cost of infrastructure improvements and provide special amenities. To promote timely development, if the project has not started five years after approval then the designations within Specific Plan areas will revert to standard General Plan designations.

The Infill Strategy diagram in the Draft General Plan highlights priority residential development areas (see Figure 3). To promote concurrent development, policies are proposed to actively encourage infill development for the next five years. As a first step, the city will attempt to annex any county "islands" that are within the city limits, making these sites "ripe" for development. Once this has occurred, sites that are within the SOI will be encouraged to develop before development extends to the surrounding areas. The Draft General Plan also proposes incentives that make infill development and phased growth the easiest, fastest, and most desirable places for developers to build new residential units. Extensive community design policies and programs will also mitigate potential impacts of incompatible uses to a less-than-significant level.

Mitigation Measures for Impact 4.1-2 Proposed in the Draft General Plan

LU1.1	Residential Areas
LU1.2	Historical Preservation Ordinance
LU1.3	Design Review
LU1.4	Historical Building Code
LU1.9	Cohesive Design Elements
LU3.5	Open Space Preservation
LU5.2	Mixed-Use
LU5.3	Retail Development in Downtown
LU6.1	Infill Development
LU6.2	Phasing Strategy
LU6.3	Orderly Growth
LU6.4	Specific Plans
LU6.5	Transfer of Development Credits
LU7.4	New Residential Areas
LU7.5	Diverse Neighborhoods
LU8.1	Blighted Areas
LU8.2	Historic Neighborhoods
LU8.3	Residential Character
LU8.4	Neighborhood Scale
LU9.1	Natural Design Elements
LU.P	Encourage specific plans
LU.S	Implement phasing strategy

Additional Mitigation Measures Proposed in the EIR

None required.

Significance After Mitigation

Implementation of these and other Draft General Plan policies and programs would reduce impacts to a less-than-significant level.

Responsibility and Monitoring

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The Development Services Department would be responsible for implementing and monitoring those policies and programs.

Impact 4.1-3 Growth and Concentration of Population

Development consistent with the Draft General Plan would induce substantial growth and concentration of the City's population. This would be a significant unavoidable impact.

While agriculture continues to be one of the predominant economic activities in San Benito County, the county is increasingly becoming a bedroom community of the more industrialized San Francisco Bay Area counties to the north. During the 1990's, San Benito County was the fastest growing county in California. The majority of that growth has been concentrated in Hollister. To accommodate growth in Hollister, the General Plan outlines a series of land use and growth management strategies to intensify "infill" urban uses while

preserving the small town character and rural feel of the area. Development under the Draft General Plan supports AMBAG's adopted Livable Communities policies.

As of Census 2000 the City of Hollister had a population of 34,413. It is projected under the proposals in the Draft General Plan that the City would have a population of 55,192 by the year 2023. This would be a 2.6 percent annual increase over the next 18 years for a total of 20,937 additional residents.

The County of San Benito had a Census 2000 population of 53,234. As of January, 2004, the California Department of Finance estimated that the City of Hollister contained about 65% of the population in San Benito County. Assuming AMBAG's population, employment and housing forecasts are amended, and then extrapolated to 2023, Hollister would have about 59% of the employment, 70% of the housing units, and 73% of the population in San Benito County. This increase is a result of the focus on infill, more urban-type development occurring in the county, which supports better resource conservation and other regional as well as local planning goals.

The usual effects of adding a substantial number of people, such as increased local traffic congestion and decreased air quality from new car trips, can be alleviated by incorporating land use and design features to minimize the number of vehicle trips. Proximity to transit may increase the number of trips taken on transit, especially commute trips, an important consideration given the increasing traffic congestion throughout San Benito County. The availability of retail and personal services in convenient, pedestrian-accessible locations may minimize the number of automobile trips made for shopping.

While development consistent with the Draft General Plan would induce population growth in the Planning Area, even more growth would be anticipated under the 1995 General Plan. While the amount of growth should be considered substantial, and represents 88.1% of the projected growth in population in San Benito County to the year 2023, it is not as significant when placed in the regional context. Hollister's population growth to the year 2023 is projected to represent about 12% of the population growth within the AMBAG region (Santa Cruz County, Monterey County, and San Benito County). However, such development does represent a further concentration of population in Hollister and would be a significant impact.

AMBAG adopted five policies in June 1995 as part of the Livable Community Initiative for the Monterey Bay Region. The five policies are:

- Promote mixed, complementary land uses;
- Promote transit-supportive density and zoning for new development where scheduled transit service exists and transit funds are available to support that density and zoning in the future;
- Provide pedestrian/bike circulation;
- Provide transit access; and,
- Promote pedestrian friendly design.

A broad definition of livable communities includes policies and projects that reduce auto dependency by promoting pedestrian, transit, and bicycle scaled development. Due to Livable Communities emphasis on alternative transportation and resultant emission

reductions, it is included in the regional Air Quality Plan. The Draft General Plan policies complement the recommended mitigation measures in the Monterey Bay Area Unified Air Pollution Control District's (MBUAPCD) CEQA Air Quality Guidelines. Examples of MBUAPCD's recommended mitigation measures include: orient building entrances towards transit facilities, provide bicycle paths within major subdivisions that link to an external network, and provide preferential parking spaces for carpools. These measures are designed to reduce air quality impacts of new development and are policies included in the Draft General Plan. The livable communities policies support and enhance improved public transit, area-wide Transportation Demand Management, and improved bicycle facilities.

Population growth consistent with that projected for the Draft General Plan would result in secondary impacts related to public services and utilities. These impacts are described in Section 4.5 Public Services and Utilities of this EIR.

Mitigation Measures for Impact 4.1-3 Proposed in the Draft General Plan

- LU6.1 Infill Development
- LU6.2 Phasing Strategy
- LU6.3 Orderly Growth
- LU6.4 Specific Plans
- LU6.5 Transfer of Development Credits
- LU7.4 New Residential Areas
- LU7.5 Diverse Neighborhoods
- LU.S Implement phasing strategy

Additional Mitigation Measures Proposed in the EIR

None.

Significance After Mitigation

Implementation of these and other Draft General Plan policies and programs would reduce impacts but this would still be a significant unavoidable impact.

Responsibility and Monitoring

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The Development Services Department would be responsible for implementing and monitoring those policies and programs.

Impact 4.1-4 Disruption of an Established Community

Cumulative development under the Draft General Plan would not result in the disruption of an established community. This would be a less-than-significant impact.

The General Plan would result in increased urban development in the Hollister Planning Area over existing conditions. Development in the downtown area is expected to result in the most significant change in the type and character of development over what was proposed in the 1995 General Plan. From a regional sense, development of a higher intensity area reinforces the "livable communities" concept of urban development that directs in-fill growth to areas where infrastructure capacity may be available. Cumulatively,

this will not disrupt an established community, but rather increase Hollister residents' access to nearby retail and local and regional employment.

The land use categories, which are graphically depicted on the Land Use Plan map (General Plan Map 2-4), are intended to cover the range of all residential and non-residential land uses in the City and to provide a distinct range of acceptable uses within each category. As a planning document, the mitigation contained in the policies and programs of the Draft General Plan is intended to assure that future development responds to neighborhood character, site features, environmental constraints and the availability of public services and adequate roadway capacity. Figure 6 shows vacant land use designations in Hollister.

Figure 6: Vacant Land



Many land use impacts would be positive because the Draft Plan would encourage redevelopment or reuse of vacant or underutilized properties, thereby improving deteriorating and blighting conditions, and would promote development near existing services and facilities. Application of design policies and design review procedures will evaluate future project compatibility with existing community character.

The proposed plan is designed to eliminate incompatibilities between the existing land uses and zoning and to create compatible land use relationships. As such, it mitigates a number of potential land use impacts that would have occurred under the existing General Plan and Zoning. Policies in the Draft Plan also encourage mixed use development. Typical mixed use development combine retail or office use with residences. Mixed use can benefit the community by providing a diversity of services and activities, providing greater proximity between jobs and housing, promoting more pedestrian activity, and reducing traffic congestion. These areas are typically served by heavily traveled roadways, and include properties in the Downtown.

The land use policies of the General Plan are intended to transform the downtown area from its current low-intensity commercial and service orientation into a pedestrian-oriented, mixed-use district. In this area, development consistent with the General Plan would result in the following land use changes: (1) Increasing the density or intensity of land uses; (2) diversifying the land use mix; and (3) altering the character of the area.

Policies and programs in the Land Use and Housing Elements seek to address both regional and local housing needs, as well as potential land use conflicts associated with increasing the intensity of development in an area. The project would allow the development of additional housing, including affordable housing. Development under the proposed General Plan could also have a beneficial impact of increasing affordable housing opportunities and creating an environment where housing is combined successfully with office, retail and transit uses. These policies would reduce potential impacts to a less-than-significant level.

Mitigation Measures for Impact 4.1-4 Proposed in the Draft General Plan

LU6.1	Infill Development
LU6.2	Phasing Strategy
LU6.3	Orderly Growth
LU6.4	Specific Plans
LU6.5	Transfer of Development Credits
LU7.4	New Residential Areas
LU7.5	Diverse Neighborhoods
LU.S	Implement phasing strategy
CSF1.1	Adequate Capabilities and Capacity of Local Public Services
CSF1.2	New Development Requirements for Public Services
CSF1.3	Performance Standards
CSF1.4	Facilities and Services Planning and Coordination
CSF1.5	Capital Improvements Maintenance and Replacement
CSF1.6	Infrastructure Master Plans
CSF1.7	Development Review Criteria for Public Services

Additional Mitigation Measures Proposed in the EIR

None required.

Significance After Mitigation

Implementation of these and other Draft General Plan policies and programs would reduce impacts to a less-than-significant level.

Responsibility and Monitoring

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The Development Services Department would be responsible for implementing and monitoring those policies and programs.

Impact 4.1-5 Employment Growth Rate

Development under the Draft General Plan would result in an expected increase in employment of 8,970 jobs over 2000 U.S. Census figures. This would be a significant unavoidable impact.

While implementation of the General Plan does not create jobs directly, it fosters job creation through implementing land use changes and improvements designed to create employment opportunities. Given that the city of Hollister had 13,234 jobs in 2000, an addition of 8,870 jobs increases the number in 2023 by about 40 percent over the 23-year period. However, development under the 1995 General Plan would result in an employment increase of 9,998.

The historical commercial activity areas in the planning area are to be maintained and the retail use, pedestrian oriented nature of many areas is to be continued. From a regional sense, development of a higher intensity area reinforces the “livable communities” concept of urban development that directs in-fill growth to areas where infrastructure capacity may be available. Cumulatively, this will not disrupt an established community, but rather increase Hollister residents’ access to nearby retail and local, and regional employment opportunities. Nevertheless, land uses under the Draft General Plan would induce substantial growth in employment and, thus, would be a significant unavoidable impact.

Mitigation Measures for Impact 4.1-5 Proposed in the Draft General Plan

- LU5.1 Local Jobs and Housing Balance
- LU5.3 Retail Development in Downtown
- LU5.4 Diversity of Downtown Retail
- LU5.5 Small Business Retention and Attraction
- LU6.1 Infill Development
- LU6.2 Phasing Strategy
- LU6.3 Orderly Growth
- LU6.4 Specific Plans
- LU6.5 Transfer of Development Credits
- LU7.4 New Residential Areas
- LU7.5 Diverse Neighborhoods
- LU10.3 Diversity of Economic Development
- H3.7 Employee Housing
- CSF1.1 Adequate Capabilities and Capacity of Local Public Services
- CSF1.2 New Development Requirements for Public Services
- CSF1.3 Performance Standards
- CSF1.4 Facilities and Services Planning and Coordination
- CSF1.5 Capital Improvements Maintenance and Replacement
- CSF1.6 Infrastructure Master Plans
- CSF1.7 Development Review Criteria for Public Services

Additional Mitigation Measures Proposed in the EIR

None.

Significance After Mitigation

Implementation of these and other Draft General Plan policies and programs would reduce impacts but this would still be a significant unavoidable impact.

Responsibility and Monitoring

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The Development Services Department would be responsible for implementing and monitoring those policies and programs.

Impact 4.1-6 Jobs-to-Housing Ratio

Development under the Draft General Plan would result in about the same jobs to housing ratio as currently exists. This would be a less-than-significant impact.

The increase in local jobs will also create a continuing strong demand for housing in Hollister. Future development will enhance the availability of jobs and services, thereby reducing trips in the planning area. The current jobs-housing ratio in Hollister is 2.6 persons per job. It is projected under the Draft General Plan that the jobs-housing ratio in Hollister in 2023 will be about the same (2.7 persons per job).

In the past ten years, Hollister's population increased by nearly 80%, from 19,212 residents in 1990 to 34,314 in 2000, at an annual growth rate of 6%. During that same period, the number of housing units increased by nearly 60%. Much of the increase in population can be attributed to an influx of people moving from surrounding counties, particularly Santa Clara County, where housing prices and median income are significantly higher. As a result, a dramatic change in commuting patterns has occurred, and nearly half of all Hollister residents are now commuting to areas outside of San Benito County for employment. These changes have significant impacts on housing production, needs, and affordability.

Employment trends show a significant shift from agriculture and manufacturing jobs to service occupations during the 1990's. According to 1990 and 2000 Census data, the number of people employed in agriculture fell by 5.7% (10.2% in 1990 to 4.5% in 2000) during the ten-year period. The number of workers employed in manufacturing decreased by 4.9% (20.7% in 1990 to 15.8% in 2000). Conversely, the number of residents employed in the service sector rose by 9.2%, from 26.1% in 1990 to 35.3% in 2000.

During the same time period, a dramatic shift occurred in commuting patterns. In 1990, 70% of Hollister residents worked in San Benito County. By 2000, just 51% of Hollister residents worked in San Benito County; nearly half of all residents are now commuting outside of the County for employment. Many of these residents work in Santa Clara County to the north, where high housing costs have compelled employees to look elsewhere for housing.

Hollister's allocation of its fair share of the regional housing need is 3,154 units between January, 2001 and June, 2009. This represents 81% of the San Benito County total. By

comparison, the fair share of affordable housing allocated to the City during the last Housing Element update cycle was 1,945 units between 1991-1997.

The Regional Housing Needs Plan is based on assumptions for (1) employment-generated population growth; (2) growth in agricultural employment (expected to be minimal); (3) historic patterns of population growth (1990-2000); (4) that the primary employment center will continue to be Hollister and San Juan Bautista, and employment generated housing demand will affect these two communities the most; (5) the residence and commuting patterns of the percentage of homeowners relative to renters should remain stable between 2001 and 2008; (6) the City of Hollister and some of the unincorporated areas of the County will be affected more by commuter-driven population growth than by employment generated population growth; and (7) the relative change in income distribution for each COG member jurisdiction is based on the change reported by the Census Bureau for the period 1990 to 2000.

The City of Hollister is adopting a land use plan that zones additional land for all residential land use categories and provides for phased annexation of land in the surrounding Planning Area. An additional 502 acres will be zoned for residential use over the General Plan planning period. Of this land, the single-family districts will gain 157 acres and will increase by approximately 5%. The two-family district will increase by 44 acres, an additional 18% over the current land area. Land zoned for high density will increase substantially by 119% with 222 additional acres designated for multi-family development.

It is clear that the City has sufficient land to meet its regional housing needs. The changes in land use provide additional housing capacity for 9,238 units, far in excess of the 3,154 units needed in the current planning period. The rate of development is expected to be limited by the City's ability to provide adequate infrastructure, including water and wastewater treatment, to new housing units. Specific new types of housing include:

Mixed Use

The City is creating a new 79-acre Mixed Use zoning district that will encourage retail ground floor uses with a mix of office and residential uses on one to two floors above the ground level. The proposed Mixed Use district falls within the Redevelopment Agency Project Area. Many lots are currently vacant, while others contain commercial uses. The City is considering a density range of 25 to 40 units for the mixed-use area, with a mid-range value of 32. At this density, housing capacity exists for 2,528 units. It is expected that market-rate units built within the mixed-use district will be affordable to low and moderate income households.

Second Units

The City estimates that approximately 20 second units were developed over the last planning period. Changes in the second unit regulations and approval process, as described in the Housing Element, are expected to increase second unit development to an estimated 250-350 units over the current planning period.

Redevelopment Agency

The City's Redevelopment Agency provides low-interest loans for first-time homebuyers needing money for a down payment and for low-income residents needing money to rehabilitate their homes. The Redevelopment Agency has also provided funding for several

affordable housing developments in Hollister. Redevelopment funding should continue to address the affordable housing needs of the community, especially for very low-income people who are having the hardest time finding affordable housing in Hollister.

Mitigation Measures for Impact 4.1-6 Proposed in the Draft General Plan

LU5.1	Local Jobs and Housing Balance
LU6.1	Infill Development
LU7.2	Housing Diversity
LU7.3	Land Supply
LU7.4	New Residential Areas
H3.6	Mixed Use Housing
H3.7	Employee Housing
H5.5	Emergency Housing Assistance for the Homeless
H5.6	Farmworker Housing
H5.7	Reasonable Accommodation for People with Disabilities

Additional Mitigation Measures Proposed in the EIR

None required.

Significance After Mitigation

Implementation of these and other Draft General Plan policies and programs would reduce impacts to a less-than-significant level.

Responsibility and Monitoring

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The Development Services Department would be responsible for implementing and monitoring those policies and programs.

4.2

Transportation and Circulation

This section of the EIR presents a description of the transportation and circulation system in the Planning Area, and a description of the impacts on that system of implementing the Draft Hollister General Plan 2004. The impacts of implementing the Draft General Plan 2004 are predominantly related to two aspects of the General Plan: land use development, and transportation system improvements. Both of these aspects are integral parts of the Draft General Plan 2004 and in this EIR are considered in the context of each other.

Land use development associated with the Draft General Plan 2004 involves development of currently vacant land, and re-use of existing development. These land use changes are described in detail in the Land Use section of this EIR. Transportation system improvements associated with Draft Hollister General Plan 2004 involve a mix of new transportation facilities, and modifications to existing transportation facilities. Some of these improvements would be large obvious additions to the transportation system, while others would be subtle changes to how the system operates.

Transportation and Circulation – The Setting

Roadways are the primary existing transportation facilities within the Planning Area. The City of Hollister and San Benito County together maintain approximately 900 centerline miles of major streets and highways, 11.7 miles of heavy rail track, two airports, and a few bicycle facilities within the City of Hollister. Many more miles of local residential streets are also maintained. The transportation system also includes transit and paratransit systems, taxi service, over the road trucking services, and transportation demand management programs such as a ridesharing program.

Existing bicycle, pedestrian and transit facilities are also present in the Planning Area, although these facilities are currently limited. Railroad infrastructure is also present, but currently inactive. The primary road networks in Hollister are described below.

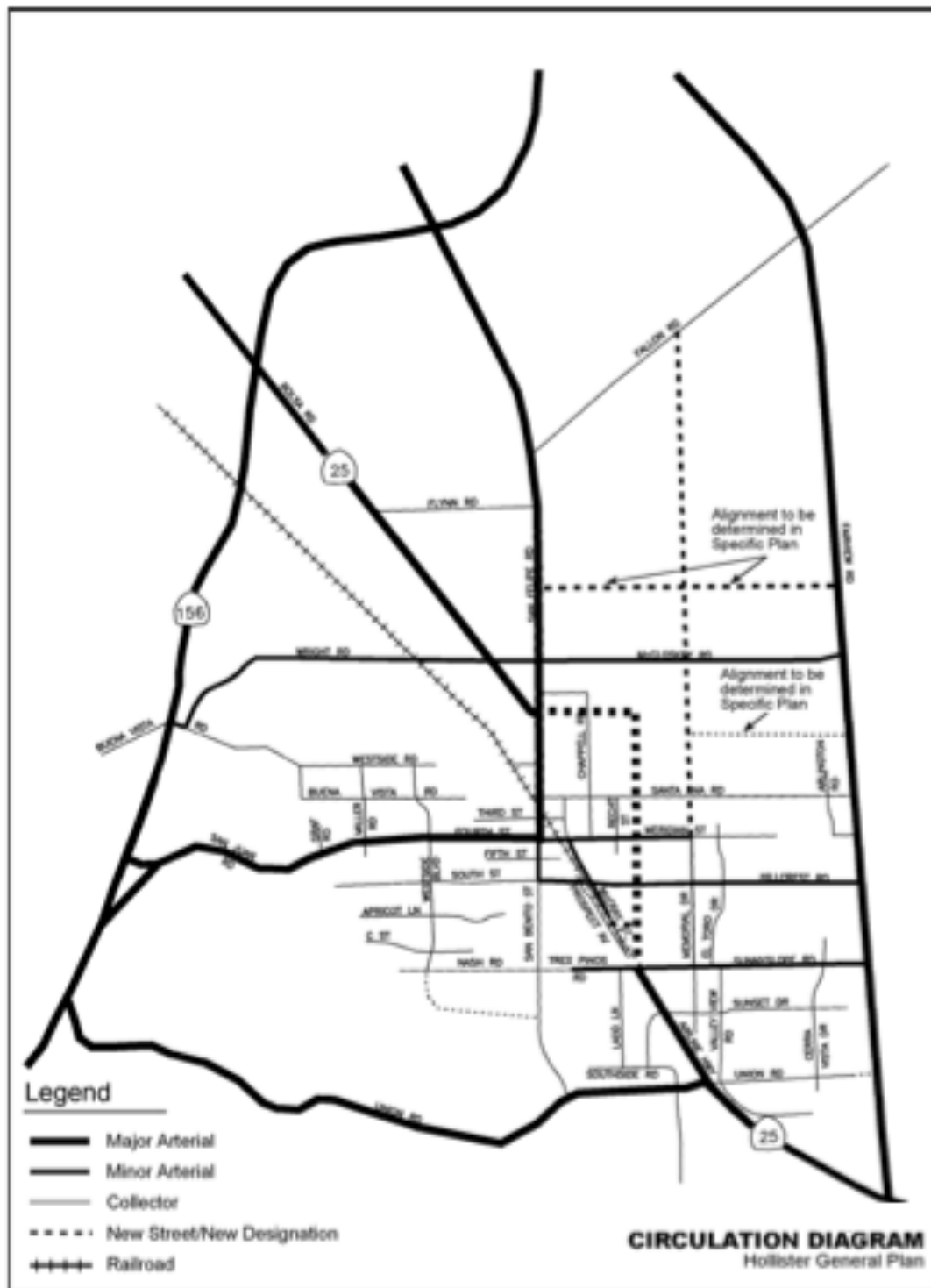
Existing Roadway Network

The majority of the roadways within the City of Hollister are two-lane roadways, with a few three-lane and four-lane segments. Figure 7 shows a schematic diagram of the main streets in the Hollister area and is color-coded to indicate the number of travel lanes. These roadways are classified into different functional classifications: (1) highways, (2) major thoroughfares, (3) major collectors, (4) collectors, and (5) residential streets. Figure 8 illustrates the functional classification of the Hollister area roadways.

The California Department of Transportation (CalTrans) maintains five state highways in San Benito County (Routes 25, 101, 129, 146, and 156). Two of these routes, Routes 25 and 156, pass through the City of Hollister. These are described below.

State Route (SR) 25 transverses the entire length of San Benito County from the southern county boundary at the junction of SR 198 near King City north through Paicines, Tres Pinos, and Hollister. It connects to US 101 just past the northern county boundary near Gilroy. In Hollister, SR 25 occupies Airline Highway, Tres Pinos Road, Nash Road and San Benito Street.

Figure 8: Classification of Streets



CalTrans classifies this route as a minor arterial, and the route is primarily a rural two-lane facility, except for a short, 1/3 mile section in Hollister where it is four lanes.

SR 25 is a primary commuter route between Hollister and Gilroy. Commuter traffic on this rural two-lane highway has increased steadily over the last 15 years. During peak commute periods, SR 25 experiences high levels of traffic congestion, and the operating conditions have substantially deteriorated. The number of accidents along the corridor are currently the highest in the County. In addition, traffic operations have deteriorated on SR 25 south of Sunnyslope Road, due in large part to increased traffic volumes from new residential development in south Hollister.

State Route (SR) 156 transverses Northern San Benito County from US 101 west of San Juan Bautista through San Juan Bautista and Hollister to the San Benito-Santa Clara County line where it connects with SR 152. In Hollister, SR 156 bypass skirts north of the city limits, while Business Route 156 passes through downtown Hollister.

The corridor serves interregional traffic, including substantial amounts of truck traffic during the week and recreational traffic between the Central Valley and the Monterey Bay area on the weekends. CalTrans classifies SR 156 as a rural minor arterial and includes it as part of the Interregional Route System. It is also designated as a Federal Aid Primary Route and is part of the Freeway and Expressway System, although a large portion of the route is conventional highway.

SR 156 is a four-lane expressway from US 101 to San Juan Bautista, where it narrows into a conventional two-lane rural highway. In the Hollister area, SR 156 becomes a two-lane expressway as it bypasses Hollister and maintains that configuration to the San Benito-Santa Clara County line. Business Route 156 is a two lane rural highway from SR 156 (bypass) to San Felipe Road, where it becomes a four-lane expressway to SR 156 (end of bypass). SR 156 is a major corridor for commuters traveling to Monterey and Santa Clara Counties. The segment of SR 156 between San Juan Bautista and Hollister is a two-lane highway with high commuter volumes, as well as substantial truck and farm equipment traffic.

Local facilities within the City of Hollister include the following:

San Felipe Road is a north/south four-lane major thoroughfare that begins north of Hollister (north of SR 156) and extends southward into Hollister to the intersection of South Street where it changes designation to San Benito Street.

Fairview Road is a north/south two-lane major thoroughfare that extends northward from its intersection with SR 25 to the south to San Felipe Road, north of Hollister.

Wright Road/McCloskey Road is an east/west two-lane major collector. It begins as Wright Road at its intersection with Buena Vista Road and extends eastward to San Felipe Road where it changes designation to McCloskey Road. McCloskey Road extends eastward and terminates at its intersection with Fairview Road.

San Juan Road/Fourth Street is an east/west two-lane major thoroughfare that begins to the west at its intersection with SR 156 and extends eastward transitioning into Fourth Street at

Line Street. Fourth Street again changes designation to Meridian Street at its intersection with McCray Street, east of San Felipe Road.

Santa Ana Road is an east/west major collector. Mainly a two-lane roadway, Santa Ana Road includes a small three-lane (two eastbound and one westbound lanes) roadway segment. This roadway begins at its intersection with San Felipe Road and extends eastward to Fairview Road, where it terminates.

Hillcrest Road is an east/west major collector composed of a small three-lane roadway segment (two eastbound and one westbound lanes) from McCray Street to Memorial Drive, and a two-lane roadway segment from Memorial Drive to Fairview Road, where it terminates. West of McCray Street, Hillcrest Road changes designation to South Street.

Tres Pinos Road/Sunnyslope Road is an east/west two-to four-lane major collector that begins at its intersection with Rancho Drive (east of San Benito Street) as Tres Pinos Road and extends to the east to McCray Street where it transitions into Sunnyslope Road. Sunnyslope Road terminates at its intersection with Fairview Road. West of Rancho Drive, Tres Pinos Road changes designation to Nash Road.

Existing Transit Service

Public bus service within San Benito County is supplied by the County Express transit system. The Council of San Benito County Governments (SBCOG) currently monitors the transit system.

County Express Transit System operates three fixed-route bus lines in Hollister on weekdays between 7 AM to 6 PM. Fares for fixed-route service are \$0.75 for general public and \$0.50 for youth (5-17), seniors (65+), and disabled persons. All three lines connect at Fourth and San Benito Streets, which is also the transfer point for inter-county service. The routes of the three lines are as follows:

- Green Line: An eastbound loop serving an approximately 2-mile radius around the core of Hollister
- Blue Line: A westbound loop in the same corridor as the Green Line
- Red Line: A north-south linear corridor from the south edge of Downtown Hollister to the employment center near Hollister Airport.

County Express also provides Dial-a-Ride service to Northern San Benito County, including Hollister, San Juan Bautista, and Tres Pinos, on weekdays between 7 AM and 6 PM and on weekends between 7 AM and 5 PM.

County Express Transit System provides two types of Dial-a-Ride service - general public and paratransit. General public Dial-a-Ride serves those persons whose trips begin or end in a location more than one-half mile from the fixed route. Paratransit service provides rides to persons who have been determined to be Americans-With-Disabilities-Act (ADA) eligible through the Local Transit Authority application process. Appointments for Dial-a-Ride service can be made up to 14 days in advance but no later than 24 hours in advance.

County Express Transit System's inter-county service includes service to Gilroy's Caltrain station, Gavilan Junior College, and Gilroy's Greyhound station. Shuttle service to the

Caltrain station and Gavilan Junior College (school year only) operates Monday through Friday from 4:30 AM to 8 PM and connects to all trains operating between Gilroy and San Jose (eight per day). Service to Gilroy's Greyhound station operates seven days a week from 7:30 AM to 5 PM. The fare for all inter-county routes is \$1.25 for all patrons, and patrons may purchase a monthly pass for \$40.

Commuter Rail Service

The nearest connection to commuter rail service is located in Gilroy, with service to Santa Clara County and points north. SBCOG is evaluating the feasibility of extending Caltrain from Gilroy using the Hollister Branch Line. In 1999, SBCOG commissioned a study of the Hollister Branch Rail Line to investigate the cost of branch line improvements needed for commuter rail operations between Hollister, San Jose, and San Francisco. In late 1999, the SBCOG continued its rail development program by commissioning a detailed feasibility analysis of commuter rail for San Benito County. This study, by R.L. Banks, was completed at the end of 2000.

Aviation Services

The City of Hollister has one public airport, Hollister Municipal Airport. Hazel Hawkins Hospital also maintains a heliport at its Hollister facility.

The Hollister Municipal Airport is located approximately two miles north of Hollister, adjacent to SR 156. It is owned and operated by the City of Hollister. The facility is a general aviation airport and is included in the National Airport Systems Plan. In its operational role, it is classed as General Utility and accommodates all current aviation aircraft except certain business jets. There are 90 aircraft currently based at the airport with annual operations estimated at \$55,000.

The five-member Hollister Airport Commission oversees the operation of the facility, and a full-time airport manager manages day-to-day activities. In 1986, the Hollister City Council adopted the Airport Master Plan, which projected use and needed improvements through 2005. The Draft 2004 Airport Master Plan has been preliminarily approved by the City Council and the FAA. The environmental review for this document is currently being prepared.

Commodity Movement Facilities

Commodities in San Benito County are transported in and out of San Benito County by truck and rail, with the large majority of goods being moved by truck. San Benito County experiences a higher than average amount of truck traffic, and this activity, while largely confined to state highways, impacts local streets and rural roads not designed to handle large, heavy trucks. The sole rail line in San Benito County is the 12-mile-long Hollister Branch Line running from Hollister to Carnadero in Santa Clara County. The facility is owned by the Union Pacific Railroad.

Bicycle Facilities

There are currently limited bicycle facilities in Hollister. Most bicycling is done on roadway shoulders, which are not striped for bike lanes. In many cases, bicycles can be accommodated on well-designed streets without the need for separate bike lanes. However, as many of the major city streets in Hollister become impacted by heavy traffic, increased emphasis must be placed on accommodating bicycle travel when designing streets. This can

be accomplished by adding Class II bicycle lanes on existing streets and by providing alternative routes dedicated to bicycle and pedestrian use (Class I facilities).

At present, there are two Class I bicycle facilities in the Hollister Area. One of these is adjacent to Prospect Avenue/Airline Highway, between Hawkins Street and Sunset Drive; the other is adjacent to State Route 25, from Tres Pinos School to Sunnyslope Road. In 2001, the SBCOG adopted a revised County Bikeway Plan, which designates routes that can be used by commuters, recreational riders, students, and others for safe, convenient access to major employers, shopping centers, and schools throughout Hollister.

Intersection Levels of Service Analysis

Traffic conditions were evaluated using Level of Service (LOS), which is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. Intersections were analyzed using TRAFFIX, which is based on the Highway Capacity Manual (HCM) 2000 method for signalized intersections. TRAFFIX evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The correlation between average delay and level of service is shown in Table 4.2.A.

Table 4.2.A: Signalized Intersection Level of Service Criteria Based on Delay

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Less than 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.0 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, Highway Capacity Manual 2000 (Washington, D.C., 2000), p. 16-2

Existing Traffic Conditions and Intersection Levels of Service

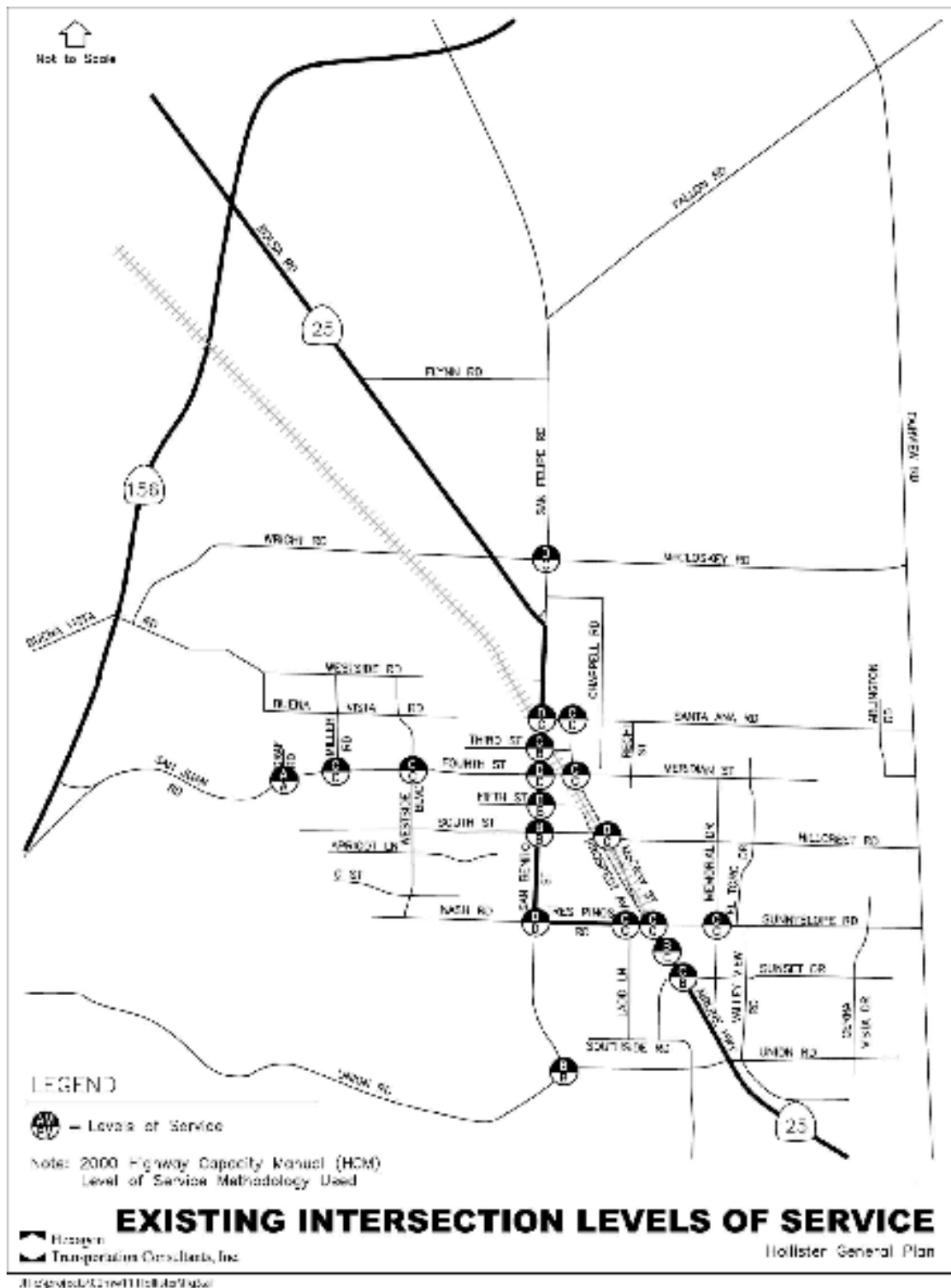
The City of Hollister level of service standard for signalized intersections is LOS C or better. Existing peak hour traffic volumes were obtained from recent manual turning-movement counts at the key study intersections. The existing lane configurations at the study intersections were obtained from field observations. The results of the level of service analysis under existing conditions are summarized in Table 4.2.B.

Table 4.2.B: Existing Intersection Levels of Service

	Intersection	Peak Hour	Count Date	Ave. Delay	LOS
1	San Felipe Rd and Wright Rd./McCloskey Rd.	AM	10/2/07	23	C
		PM	10/2/07	26	C
2	San Felipe/San Benito and Santa Ana Rd.	AM	10/2/07	36	D
		PM	10/2/07	30	C
3	San Benito St. and Third St.	AM	10/2/07	21	C
		PM	10/2/07	19	B
4	San Benito St. and Fourth St.	AM	9/24/07	43	D
		PM	9/24/07	41	D
5	San Benito St. and Fifth St.	AM	10/2/07	13	B
		PM	10/2/07	10	B
6	San Benito St. and South St.	AM	10/3/07	18	B
		PM	10/3/07	16	B
7	San Benito St. and Nash Rd.	AM	10/3/07	40	D
		PM	10/3/07	41	D
8	McCray St. and Santa Ana Rd.	AM	10/2/07	26	C
		PM	10/2/07	26	C
9	McCray St. and 4th St./Meridian St.	AM	10/3/07	29	C
		PM	10/3/07	33	C
10	McCray St. and Hillcrest Rd.	AM	10/3/07	36	D
		PM	10/3/07	35	C
11	Airline Hwy (SR 25) and Sunnyslope Rd.	AM	10/3/07	34	C
		PM	10/3/07	34	C
12	Airline Hwy (SR 25) and Sunset Dr.	AM	10/1/07	22	C
		PM	10/1/07	17	B
13	Westside Blvd. and San Juan Rd./4th St.	AM	10/2/07	22	C
		PM	10/2/07	22	C
14	Ladd Ln. and Tres Pinos Rd.	AM	10/3/07	20	C
		PM	10/3/07	23	C
15	Memorial Dr. and Sunnyslope Rd.	AM	10/1/07	24	C
		PM	10/1/07	26	C
16	San Benito St. and Union Rd.	AM	10/1/07	18	B
		PM	10/1/07	18	B
17	Airline Hwy (SR 25) and Plaza San Benito	AM	10/1/07	15	B
		PM	10/1/07	23	C
18	Graf Rd. and San Juan Rd.	AM	10/1/07	10	A
		PM	10/1/07	6	A
19	Miller Rd. and San Juan Rd.	AM	10/1/07	21	C
		PM	10/1/07	20	C

Source: City of Hollister Draft General Plan

Figure 9: Existing Intersection Levels of Service



The results show that four of the study intersections currently operate at an unacceptable LOS D during at least one of the peak hours. All other study intersections were found to operate at LOS C or better. The level of service results under existing conditions are summarized on Figure 9. These intersections are:

- San Felipe/San Benito and Santa Ana Road
- San Benito Street and Fourth Street
- San Benito Street and Nash Road
- McCray Street and Hillcrest Road

Transportation and Circulation – Significance Criteria

According to Appendix G of CEQA Guidelines, a project that would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the roadway system is considered to have a significant adverse impact on the environment. For purposes of this EIR, the Level of Service standards of the City of Hollister are utilized. Specifically, roadways must maintain at least a LOS C. The State CEQA Guidelines state that a project would have a significant traffic and circulation impact if it:

- Causes an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in substantial increase in either the number of vehicle trips and/or the volume to capacity ratio on roads, or congestion at intersections).
- Exceeds, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

Transportation and Circulation – Impacts and Mitigation Measures

Increased traffic is a significant unavoidable result of the cumulative development in the region. Development under the Hollister Draft General Plan will contribute to the increasing traffic in the region. The intent of the General Plan's Circulation Element policies are to effectively coordinate with regional planning entities in solving traffic impacts that are regional in scope and mitigation. Other potentially significant impacts include increased demand for parking and increased transit demand. The Plan would have a beneficial effect on transit, bicycle and pedestrian access by including policies and programs to encourage use of alternatives to the private automobile. Impacts and mitigation measures are described below.

Impact 4.2-1 Increases in Traffic Volumes

Increases in traffic volumes will result in unacceptable levels of service at two intersections — San Benito Street and Fourth Street; and Airline Highway (SR 25) and Sunnyslope Road. This would be a significant unavoidable impact.

Forecasts of future demand on the City's transportation system were prepared using the San Benito County/Hollister travel demand model. This model uses widely accepted transportation planning formulas to convert forecasts of future land use into the number and distribution of future vehicle trips on the roadway network. The forecast volumes are compared to the roadway design capacities to identify transportation corridors, roadway segments, or intersections where a prescribed level of service will be exceeded.

The roadway improvements that have been identified are assumed to be in place in the year 2023. These improvements are designed to maintain or improve the current levels of service for the roadways and meet future traffic demand within the City of Hollister and the San Benito County. These improvements are summarized in Table 4.2.D.

Table 4.2.C: Hollister 2023 Network Improvements

Roadway	Description of Improvement
City of Hollister	
State Route 25 (SR 25)	Bypass, connecting from San Felipe Road to Airline Highway/Sunnyslope intersection
Buena Vista Road	Connect Buena Vista Road to North Street
Memorial Drive	Extend from Meridian Street to Santa Ana Road
Sunnyslope Road	Widen from two to four lanes from El Toro Drive to Fairview Road
Union Road	Widen from two to four lanes
Airline Highway	Widen from two to four lanes
Fairview Road	Widen from two to four lanes south of McCloskey Road
Westside Boulevard	Extend from Nash Road to San Benito Street
San Benito County	
State Route 25 (SR 25)	Widen from two to four lanes
State Route 156 (SR 156)	
State Route 156 (SR 156)	Widen from two to four lanes

The results of the level of service analysis under Year 2023 conditions are summarized in Table 4.2.D. The results show that two of the study intersections would operate at an unacceptable LOS D and E during at least one of the peak hours under year 2023 conditions.

San Benito Street and Fourth Street (LOS E)
 Airline Highway (SR 25) and Sunnyslope Road (LOS D)

All other study intersections would operate at LOS C or better. The level of service results under year 2023 conditions are shown in Figure 10.

Table 4.2.D: Year 2023 Intersection Levels of Service

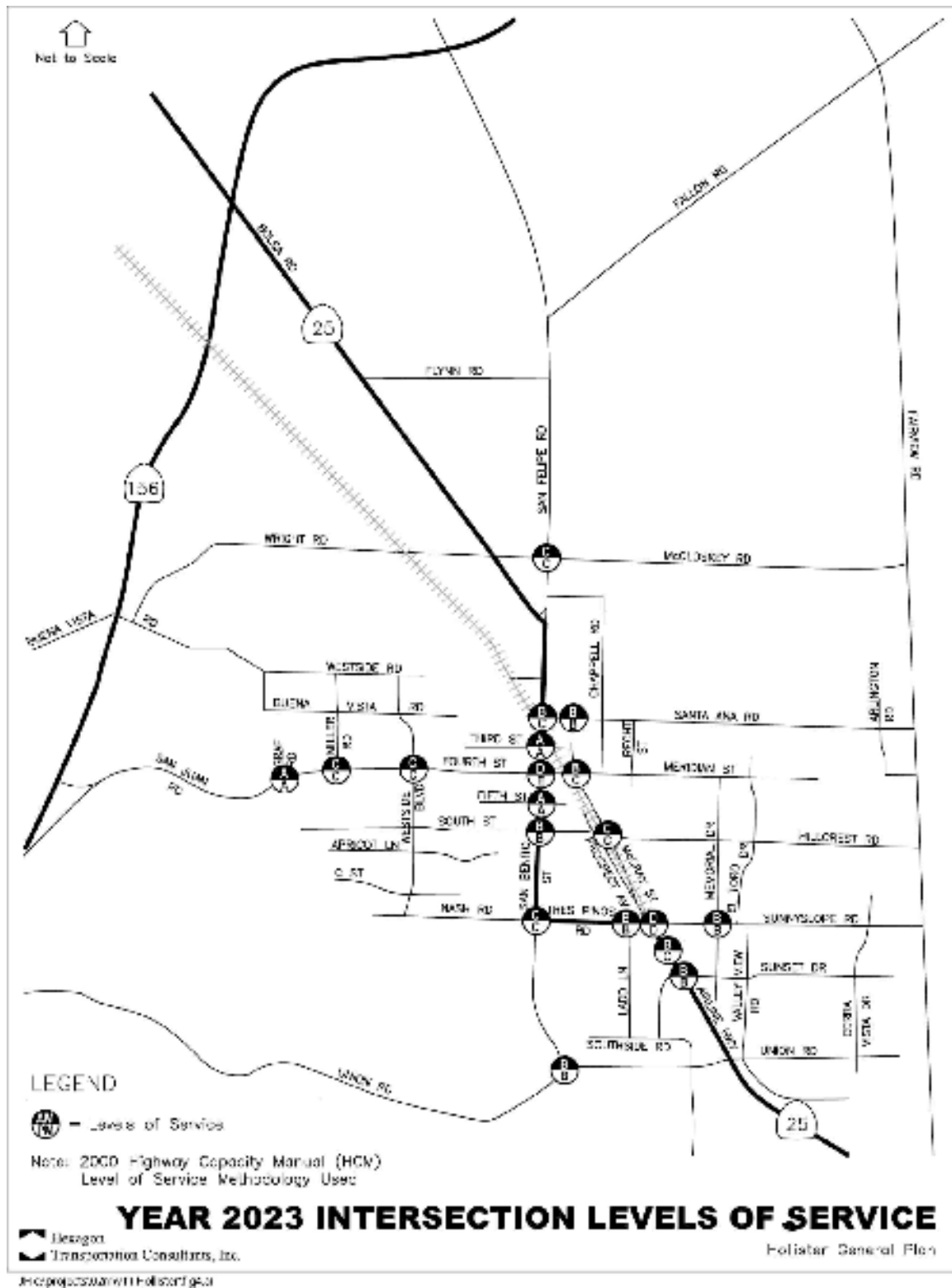
Intersection	Peak Hour	Count Date	Existing		2023 Project			
			Ave. Delay	LOS	Ave. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1 San Felipe Rd and Wright Rd./McCloskey Rd.	AM	10/02/07	23	C	29	C	13	0.33
	PM	10/02/07	26	C	34	C	20	0.41
2 San Felipe/San Benito and Santa Ana Rd.	AM	10/02/07	36	D	18	B	-19	-0.28
	PM	10/02/07	30	C	21	C	-12	-0.04
3 San Benito St. and Third St.	AM	10/02/07	21	C	9	A	-12	0.00
	PM	10/02/07	19	B	9	A	-8	0.04
4 San Benito St. and Fourth St.	AM	09/24/07	43	D	40	D	-2	0.04
	PM	09/24/07	41	D	61	E	29	0.24
5 San Benito St. and Fifth St.	AM	10/02/07	13	B	6	A	-6	0.11
	PM	10/02/07	10	B	6	A	-2	0.14
6 San Benito St. and South St.	AM	10/03/07	18	B	16	B	-2	0.07
	PM	10/03/07	16	B	18	B	6	0.15
7 San Benito St. and Nash Rd.	AM	10/03/07	40	D	30	C	-6	-0.15
	PM	10/03/07	41	D	31	C	-5	-0.16
8 McCray St. and Santa Ana Rd.	AM	10/02/07	26	C	14	B	-7	-0.33
	PM	10/02/07	26	C	15	B	-15	-0.37
9 McCray St. and 4th St./Meridian St.	AM	10/03/07	29	C	20	B	-6	-0.01
	PM	10/03/07	33	C	23	C	-6	0.06
10 McCray St. and Hillcrest Rd.	AM	10/03/07	36	D	22	C	-9	-0.25
	PM	10/03/07	35	C	23	C	-5	-0.28
11 Airline Hwy (SR 25) and Sunnyslope Rd.	AM	10/03/07	34	C	37	D	12	0.27
	PM	10/03/07	34	C	44	D	20	0.35
12 Airline Hwy (SR 25) and Sunset Dr.	AM	10/01/07	22	C	12	B	-9	0.14
	PM	10/01/07	17	B	14	B	-7	0.22
13 Westside Blvd. and San Juan Rd./4th St.	AM	10/02/07	22	C	26	C	7	0.21
	PM	10/02/07	22	C	33	C	17	0.28
14 Ladd Ln. and Tres Pinos Rd.	AM	10/03/07	20	C	17	B	3	0.04
	PM	10/03/07	23	C	16	B	-2	-0.08
15 Memorial Dr. and Sunnyslope Rd.	AM	10/01/07	24	C	19	B	-6	0.01
	PM	10/01/07	26	C	20	B	-11	0.10
16 San Benito St. and Union Rd.	AM	10/01/07	18	B	19	B	1	0.20
	PM	10/01/07	18	B	20	B	14	0.30
17 Airline Hwy (SR 25) and Plaza San Benito	AM	10/01/07	15	B	15	B	0	0.00
	PM	10/01/07	23	C	23	C	0	0.00
18 Graf Rd. and San Juan Rd.	AM	10/01/07	10	A	10	A	0	0.00
	PM	10/01/07	6	A	6	A	0	0.00
19 Miller Rd. and San Juan Rd.	AM	10/01/07	21	C	21	C	0	0.00
	PM	10/01/07	20	C	20	C	0	0.00

Box indicates significant impact

* Denotes CMP intersection.

The network improvements that are included in the draft Circulation Element for this update of the Hollister General Plan are based on information from several recent planning efforts. These include the currently adopted General Plan, the 2001 San Benito County Regional Transportation Plan and the planning associated with the traffic impact fee programs for Hollister, San Juan Bautista and San Benito County. One of the common characteristics of all these previous planning efforts was that they relied upon a planning horizon of approximately 10 years.

Figure 10: Year 2023 Intersection Levels of Service



A variety of factors led to the decision to set the year 2023 as the long-range planning horizon for this update of the Hollister General Plan. Therefore, a set of population, housing and employment projections were developed based on the land use designations shown on the draft Hollister General Plan Map, and other state and regional projections of population and employment growth. The constrained projections adopted by the Association of Monterey Bay Area Governments (AMBAG) were used as the controlling values for the Hollister 2023 growth projections.

These projections were then allocated to the traffic analysis zones used by the city's traffic forecasting model. The traffic forecasting model was then used to develop projections of future traffic demand on the area's roadway system. The results were then analyzed to determine where there were projected roadway capacity deficiencies, and to develop recommendations for further improvements.

Hollister Growth Areas

The draft General Plan includes a Phasing Diagram that indicates the City's priorities for locating future residential growth. The General Plan also includes a similar diagram showing the preferred locations for retail growth. These diagrams and their associated growth allocations were the basis for developing the 2023 projected distribution of population and employment.

The phasing diagram designates a large number of infill sites as the first priority for future residential growth. Subsequent phases provide for new residential areas outside of, but contiguous to, the existing urbanized area. These new residential areas include land northeast, south, east, and eventually northwest of the city respectively as the preferred progression of development. New employment growth is focused within the existing downtown, new retail gateways north and west of the downtown, and in the industrial park near the airport.

A total of about 7,200 new residential units were included in the above described residential areas. Employment growth of approximately 7,800 was also included. This amount of household and employment growth is projected to occur between 2004 and 2023.

This EIR relies upon the implementation of specific Goals, Policies, and Programs of the Draft Hollister General Plan. Implementation of the identified Goals, Policies, or Programs would, in many instances reduce significant impacts to a less-than-significant level. However, it must be noted that if the specific Goals, Policies, and Programs relied upon as mitigation measures in this EIR are not in fact adopted, it may be necessary to reassess the significant impacts that relied upon those Goals, Policies, and Programs.

Mitigation Measures for Impact 4.2-1 Proposed in the Draft General Plan

- LU6.1 Infill Development
- LU6.2 Phasing Strategy
- LU6.3 Orderly Growth
- LU6.4 Specific Plans
- C1.1 LOS C or Better Arterial Roads
- C1.2 Sub-Standard Roads
- C2.1 Regional Transportation Measures
- C3.1 Trucks to Avoid Residential Areas

- C3.2 Public Transit
- C.C Encourage intergovernmental coordination
- C.E Monitor LOS levels
- C.F Prioritize and implement roadway improvements
 - C.F.1: Highway 25 Bypass
 - C.F.2: Buena Vista Road Construction
 - C.F.3: Memorial Drive Construction
 - C.F.4: Sunnyslope Road Construction
 - C.F.5: Union Road (formerly Crestview Drive) Construction
 - C.F.6: Airline Highway (State Route 25) Widening
 - C.F.7: Fairview Road Widening
 - C.F.8: Westside Boulevard Extension
 - C.F.9: New Traffic Signals
 - C.F.10: Street and Highway Maintenance
 - C.F.11: Memorial Drive Construction
 - C.F.12: Fairview Road/San Felipe Road East-West Arterial
 - C.F.13: Fairview Road/Memorial Drive East-West Collector
 - C.F.14: North Fairview Road Widening
 - C.F.15: Union Road Widening
- CSF1.3 Performance Standards
- CSF1.4 Facilities and Services Planning and Coordination
- CSF1.5 Capital Improvements Maintenance and Replacement
- CSF1.6 Infrastructure Master Plans

Additional Mitigation Measures Proposed in the EIR

Add Circulation Policy

C3.5 Rail Corridor Planning. The City will coordinate with appropriate agencies to assure that development projects planned adjacent to or near the rail corridor will be planned with safety of the rail corridor in mind. This includes consideration of pedestrian circulation patterns/destinations, planning for grade separations, improvements to existing at-grade rail crossings, and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

Significance After Mitigation

Implementation of these and other Draft General Plan policies and programs would reduce impacts at all intersections to a less-than-significant level except for two intersections — San Benito Street and Fourth Street; and Airline Highway (SR 25) and Sunnyslope Road. The LOS at these intersections would still result in a significant unavoidable impact.

Responsibility and Monitoring

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The Development Services Department and Public Works Department (Engineering) would be responsible for implementing and monitoring those policies and programs.

Impact 4.2-2 Roadway Capacity Deficiencies

Roadway capacity deficiencies were identified in several areas. These deficiencies are directly related to the future land use designations shown on the updated General Plan Map. The deficiencies can be grouped into several categories of roadway capacity needs. These include: (a) regional commuting; (b) Northwest Hollister circulation needs; (c) Southeast Hollister circulation needs; and, (d) additional roadway capacity serving the Industrial Park. Even with mitigation measures contained in the Draft General Plan this would still be a significant unavoidable impact.

Regional Commuting Deficiencies

The household and employment projections through the year 2023 show a reasonable balance between new housing and new jobs. The projected household growth is about 5,845 residential units and the projected employment growth is about 8,970 between 2000 and 2023. However, since most households tend to have more than one worker, each new residential unit can be expected to contribute to the demand for inter-regional commuting. Consequently, the travel forecasts show projected roadway capacity deficiencies for the major highways and arterial streets serving regional commuters.

Capacity deficiencies were identified along the two major State Highways 25 and 156, and along Fairview and Shore Roads. The Fairview/Shore Road route is frequently used by commuters who are avoiding the high traffic volumes on Highway 25 between Hollister and Route 101.

Circulation Needs In Northwest Hollister

The updated General Plan includes new residential and gateway commercial designations for the northwest area of Hollister. The new designations cover not only the areas near and between Fourth Street and Buena Vista Road, but also the land between Buena Vista Road and Wright Road. The area is large enough to eventually support more than 2,000 new residential units. Capacity deficiencies were identified on Wright Road, Buena Vista Road, and Fourth Street.

Circulation Needs in Southeast Hollister

The circulation needs for the southeast area of Hollister have been previously studied and the 2023 traffic forecasts reinforce the earlier conclusions regarding needed roadway improvements. Union Road and Airline Highway will eventually require widening to four or more lanes.

Additional Roadway Capacity Serving the Industrial Park

Fallon Road is the major thoroughfare leading in to Hollister's industrial park near the municipal airport. The industrial park has the largest amount of land available for employment growth in the area. It is projected that about 25 percent of the non-retail employment growth will likely occur at the industrial park. The segment of Fallon Road just east of its intersection with San Felipe Road is projected to have a capacity deficiency by the year 2023. Fallon Road should be widened to 4 lanes through the industrial park.

Two measures of overall traffic conditions are vehicle-miles and vehicle-hours of travel. An increase in either vehicle-miles or vehicle-hours of travel indicates deterioration in operating conditions. Vehicle-hours and vehicle-miles of travel were evaluated based on the

projections in the San Benito County/Hollister traffic forecasting model. A comparison of the vehicle-hours of travel for 2004 and 2023, and a comparison of vehicle-miles of travel for 2004 and 2023 is provided in the Transportation study. These comparisons for AM and PM peak hour conditions are shown in Table 4.2.E.

Table 4.2.E: Vehicle-Hours of Travel Comparison (2004 to 2023)

AM Peak Hour							
Facility Type	2004			2023			Percent Change
	Urban	Area Type Rural	Total	Urban	Area Type Rural	Total	
Freeways	0.0	1318.9	1318.9	0.0	2213.0	2213.0	168%
Major Arterials	518.4	1536.1	2054.5	820.1	2115.4	2935.5	143%
Minor Arterials	256.8	760.8	1017.6	319.8	1060.4	1380.2	136%
Local Streets	185.0	708.9	893.9	337.9	922.6	1260.5	141%
Totals	960.2	4324.7	5284.9	1477.8	6311.4	7789.2	147%

PM Peak Hour							
Facility Type	2004			2023			Percent Change
	Urban	Area Type Rural	Total	Urban	Area Type Rural	Total	
Freeways	0.0	1410.3	1410.3	0.0	2354.9	2354.9	167%
Major Arterials	627.7	1936.9	2564.6	1050.8	2352.3	3403.1	133%
Minor Arterials	335.1	910.0	1245.1	394.2	1346.3	1740.5	140%
Local Streets	222.3	819.3	1041.6	410.9	1057.8	1468.7	141%
Totals	1185.1	5076.5	6261.6	1855.9	7111.3	8967.2	143%

Based on the County traffic projections for 2023, vehicle-miles of travel within San Benito County would increase by approximately 48-51 percent from the year 2004 to the year 2023. County highways are projected to experience about a 48 percent increase in traffic as more and more people choose to reside within the County and commute to jobs in other areas. Most of those new residents are expected to be working in Santa Clara County. The projected increase in vehicle-hour of travel would parallel the increase in vehicle-miles of travel. The vehicle-hours of travel within the San Benito County would increase by approximately 43-47 percent. This indicates that the planned roadway improvements will “keep pace” with the increase in the commuting population. (Note: an increase in vehicle-hours of travel at a faster rate than vehicle-miles of travel would suggest increases in congestion and slower vehicle operating speeds.)

Another measure of system operation is level of service per miles of roadway. A comparison of the miles of roadway by level of service in San Benito County for 2004 and 2023 is presented in Table 4.2.F.

Table 4.2.F: Vehicle-Miles of Travel Comparison (2004 to 2023)

AM Peak Hour							
Facility Type	2004			2023			Percent Change
	Urban	Area Type Rural	Total	Urban	Area Type Rural	Total	
Freeways	0.0	70369.3	70369.3	0.0	104248.2	104248.2	148%
Major Arterials	17601.7	59043.4	76645.1	28372.2	100451.4	128823.6	168%
Minor Arterials	7040.6	31048.8	38089.4	9225.6	39173.1	48398.7	127%
Local Streets	2775.4	21603.4	24378.8	5068.0	29981.4	35049.4	144%
Totals	27417.7	182064.9	209482.6	42665.8	273854.1	316519.9	151%

PM Peak Hour							
Facility Type	2004			2023			Percent Change
	Urban	Area Type Rural	Total	Urban	Area Type Rural	Total	
Freeways	0.0	74625.5	74625.5	0.0	109052.0	109052.0	146%
Major Arterials	20353.8	65631.0	85984.8	33062.2	107857.7	140919.9	164%
Minor Arterials	8711.5	36315.4	45026.9	11167.1	44143.6	55310.7	123%
Local Streets	3334.0	24137.1	27471.1	6163.1	33191.5	39354.6	143%
Totals	32399.3	200709.0	233108.3	50392.4	294244.8	344637.2	148%

The level of service standard for the City of Hollister is LOS C. Based on data obtained from the travel demand forecast model, approximately 86 percent of the roadway miles within San Benito County were operating at or better than LOS C in 2004 during the AM peak hour. During the PM peak hour, approximately 83 percent of the miles of roadway were operating at, or better than, the level of service standard C.

Projections for the year 2023 suggest that traffic conditions would improve during both the AM and PM peak hours. The San Benito County traffic forecasting model projects that about 84 percent and 81 percent of the miles roadway would operate at, or better than, the level of service standard of C by 2023 during the AM and PM peak hour, respectively. This is a projected improvement of about two percent over current conditions.

This EIR relies upon the implementation of specific Goals, Policies, and Programs of the Draft Hollister General Plan. Implementation of the identified Goals, Policies, or Programs

would, in many instances reduce significant impacts to a less-than-significant level. However, it must be noted that if the specific Goals, Policies, and Programs relied upon as mitigation measures in this EIR are not in fact adopted, it may be necessary to reassess the significant impacts that relied upon those Goals, Policies, and Programs.

Mitigation Measures for Impact 4.2-1 Proposed in the Draft General Plan

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- CSF1.3 Performance Standards
- CSF1.4 Facilities and Services Planning and Coordination
- CSF1.5 Capital Improvements Maintenance and Replacement
- CSF1.6 Infrastructure Master Plans

Additional Mitigation Measures Proposed in the EIR

None

Significance After Mitigation

Implementation of these and other Draft General Plan policies and programs would reduce impacts but they would still be at a significant level and unavoidable.

Responsibility and Monitoring

The City Council would be responsible for adopting the policies and programs that would reduce construction-related impacts, such as those listed in Mitigation Measures, as part of the updated General Plan. The Development Services Department and Public Works

Department (Engineering) would be responsible for implementing and monitoring those policies and programs.